AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE	OF	PAGES
	1		1

2. AMENDMENT/MODIFICAITON NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicble)
0006	10/15/04		NAS PaxRiver,MD

6. ISSUED BY	CODE	7. ADMINISTERED BY (If other than Item 6)	CODE
SP0600		SP0600	

DEFENSE ENERGY SUPPORT CENTER
8725 JOHN J. KINGMAN ROAD, STE 2945
FT. BELVOIR, VA 22060-6222
BUYER/SYMBOL: PEGGY DACEY/DESC-FPB
PHONE: 703-767-9343 FAX: 703-767-9338

8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code)

(X) ✘

9A. AMENDMENT OF SOLICIATION NO.
SP0600-04-R-0103

9B. DATED (SEE ITEM 11)
07/09/04

10A. MODIFICATION OF CONTRACT/ORDER NO.

10B. DATED (SEE ITEM 11)

CODE | FACILITY CODE

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☐ is extended, ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a)By completing items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment your desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPIRATION DATA (If required)

13. THIS ITEM ONLY APPLIES TO MODIFICATION OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

CHECK ONE	
	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, ☒ is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

The solicitation is amended to include the following changes:

a. Performance Work Statement has been revised per the attached pages. Please make pen and ink changes to the paragraphs that have editing lines on the left side of the paragraph

b. Also attached are answers to additional questions that had been left out of Amendment 0003.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)	
		BRIAN DELONG	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA	16C. DATE SIGNED
(Signature of person authorized to sign)		(Signature of Contracting Officer)	

Performance Work Statement (PWS)
NAS Patuxent River
Amendment 0006

2. Make the following changes (in red) to SP0600-04-R-0103. A complete, updated, repaginated, and appropriately numbers contract will be issued ounce the contract is awarded.

C-1.9.2.1 General: The personnel/position descriptions sited within this section are those deemed necessarily to staff the fuel and cryogenic functions applicable to NAS Patuxent River and its outlying activities. They are statements regarding skills that are required to satisfy specific labor needs for the functions outlined in Table 1, Hours of Operation. Included in each skill category header line is the Department of Labor, Wage and Hour Division, Service Contract Act Directory of Occupations code applicable to this contract and the skills required. Personnel shall be classified according to the position, job, or function at which they will perform the majority of their duties. These personnel/position descriptions do not necessarily differentiate between supervisory personnel and skilled labor but assume the Contractor will establish the appropriate management, supervisory, and operator/laborer structure best suited to the contracted activity. Also see ***Section L, Instructions, Conditions, and Notices to Offers or Quoters, Clause L2.31*** regarding the identification of labor categories, skills, conformance of skills, collateral duties, and workforce structure. Manning as outlined in the Contractor's final accepted offer and incorporated in the contract, shall establish the PWS/contract staffing levels.

C-1.9.2.3 Dispatcher (DIS): Each Fuel Management dispatcher shall be a qualified Drivers/System Operator (see Section C-1.9.2.4) and have at least one year experience in aircraft refueling operations, and shall be knowledgeable of radio communications, instructions/regulations pertaining to fueling and defueling of Government and civilian aircraft, and Government forms used to document aircraft fuel servicing. He/she must demonstrate familiarity with the layout of the base and outlying fields as well as the airfield and aircraft parking areas and restrictions applicable to servicing aircraft within those areas. Individuals acting as dispatchers shall be capable of to communicate in English, both orally and in writing. Except for those limited administrative and accounting duties outlined within this PWS, dispatchers shall not have collateral duties.

C-1.9.2.4 Driver/System Operator, DSO (31362 Truck Driver, Medium Truck, 31363, Truck Driver Heavy Truck, or 31364, Truck Driver, Tractor Trailer depending on the specific class of truck the driver will operate): Driver/system operators shall be qualified to perform fuel servicing operations (refuel/defuel operations) by mobile fuel servicing equipment/trucks, truck supplied pantograph and hoses sets, and fixed direct fuel servicing systems (hydrants). Driver/system operators shall pass a Contractor administered base and flightline familiarization test, practical equipment/facility competency tests, and shall be certified, by the Contractor, as qualified. The individuals training records shall be updated prior to the unsupervised operation of any fuel servicing equipment. The Contractor shall re-certify personnel annually or as requested by the COR. Operators shall be familiar with safety regulations applicable to aviation and ground fuel servicing operations on and around the airfield and supported activities and shall demonstrate a practical knowledge of and ability to inspection and maintain fuel servicing equipment and systems. Drivers/system operators may be required to make basic input to the Fuels Automated System (FAS) or maintain dispatch logs.

C-1.9.2.6 Motor Vehicle Mechanic, MVM (05190, Motor Vehicle Mechanic): A Motor Vehicle Mechanic shall be qualified and capable of performing truck chassis and drivetrain, cargo tank, fuel pump/filter system, and component diagnostics, adjustments, maintenance, and repair of contractor owned and operated fuel servicing equipment. He/she shall be skilled and fully capable of performing tasks ranging from major component removal, repair, and replacement to systems diagnostics using state-of-the-art tools and measuring devices, or capable of accurately communicating maintenance requirement to third party persons who may be tasked to perform such work. He/she and shall be computer literate to the extent that he/she is capable of understanding, making input to, and extracting information from automated diagnostic equipment and shop maintenance and status systems such as FAS.

C-1.9.2.7 Fuel Distribution Systems Operator, FDSO (21010, Fuel Distribution System Operator): Fuel Distribution System Operators shall be qualified to receive, handle, and issue petroleum products, to include used oils, and complete the inventory, limited accounting, and administrative functions related thereto. He/she shall have practical experience in all facets of fuel distribution systems to include, pipeline systems, storage tanks, pumps, valves, fuel monitors and filters, truck fillstands, used oil storage and disposal facilities, and service station facilities (manual and automated). He/she shall be able to convert gauge and temperature readings to quantities of products and shall be able to perform quality assurance functions. He/she shall be able to correlate pressures, temperatures, and quantities as read from various gauges and meters normally found at a fuel facility. Operators shall have a basic understanding of written description and instructions pertaining to facility operations, shall be able to implement cyclic maintenance programs and safety programs relating to all aspects of facility operation and shall have demonstrated expertise in spill cleanup procedures, prevention and control measures, related equipment operation and maintenance. Operators shall have experience in inspecting trucks and other modes of conveyance and be capable of various types of petroleum sampling of storage tanks, trucks, fillstands, etc. Hazardous waste handlers shall be "certified" as required by Federal, State or local laws and Navy/base regulations as applicable.

C-1.9.2.8 Fuel Distribution System Mechanic, FDSM (23340, Fuel Distribution System Mechanic): The Fuel Distribution System Mechanic shall have a minimum of five (5) years experience and be qualified to operate, inspect, maintain, and repair fuel distribution systems, i.e., fuel storage tanks and pipeline systems, direct refueling systems, service stations, and the mechanical, electrical, and computer connected/driven components thereof. He or she shall be capable of detecting and correcting system component malfunctions, misalignments, leaks, and other adjustment issues and performing scheduled and unscheduled fuel system maintenance. The FDSM shall be capable of removing, repairing and replacing major system components, have a basic knowledge of automatic tank components and gauging systems, high/low level alarms, cathodic protection, and oily water waste systems. The FDSM shall also be capable of performing all the duties of the FDSO.

C-1.9.2.9 Fuel Laboratory Technician, FLT (29210, Laboratory Technician): Reserved.

C-1.9.2.10 Cryogenics Supervisor/Operator, CSO (Conform): Cryogenic supervisors/operators shall be fully knowledgeable of cryogenic products, the storage and distribution systems applicable to the contracted activity, and Navy policy as outlined in the most current version of OPNAVINST 4790.2, *The Naval Aviation Maintenance Program (NAMP)*, and references sited therein. Cryogenic system operators shall have a minimum of two (2) years experience as is evident by documented military specialty training or the documented commercial equivalent, in the receipt, storage, and issue of cryogenic products (LOX/LN2), inspection and operator maintenance of cryogenics equipment, the servicing of portable servicing carts, liquid to gas converters, and other systems as may be applicable the contracted activity. Operators shall be thoroughly familiar with Aviation Breathing Oxygen (ABO), tools, safety procedures, quality requirements, regulations, and directives. Cryogenic system supervisory personnel shall have a minimum of five (5) years of experience that is documented as noted above, and shall have supervised a cryogenics facility and personnel for at least one (1) year within the past five (5) years.

C-1.9.2.11 Fuel Supply Technician, FST (01400, Supply Technician): The Fuel Supply Technician shall be fully knowledgeable of manual and automated fuel management and accounting systems such as the Fuels Automated System (FAS), FAS Enterprise Server (FES), and the Supply computer systems applicable to the processing of fuel and cryogenic management accounting data.

C-1.9.2.11.1 Qualifications: The Fuel Supply Technician shall possess sufficient computer skills to use client/server applications in a Microsoft Windows environment. Those skills shall include the ability to logon; shutdown; initiate modems; manipulate files; send and receive email; and to use web browsers to send and receive information. The use Microsoft standard office products such as Word, Excel, and PowerPoint; other commercial off the shelf applications, utilities; and custom software in such a manner that daily fuel supply operations are effectively and efficiently conducted may also be required. Those skills shall include the use of the real time information systems, the manipulation data within the Fuel Manager system and the related fuel management modules and status systems.

C-1.9.2.11.2 Security: See Section C-2.26, Security, regarding security clearances.

C-2.7 Recyclable Jet Fuel Handling

C-2.7.1 **General**: Recyclable jet fuel handling operations are undertaken using the dedicated large capacity defuel truck. In addition to the defueling of aircraft, the truck is used to collect recyclable jet fuel from designated location and place in fuel management tanks as designated by the COR. Such product is reissued as ground fuels.

C-2.9.1 **General**: Inventory is defined as the physical measurement of products in terms of volume and temperature, the documentation of those measurements, and the conversion of observed measurements to standards recognized by the Government and petroleum industry. Accounting is the manipulation of inventory, receipt, and issue data to portray an accurate record of daily events regarding the purchase and sale of products, the adjustment of inventories, and the capture of information in the form of manual records and computer files. The contractor shall also be responsible for those administrative tasks, activities, and functions required to complete, record via the appropriate media, file, and report the aforementioned and other reporting outlined within the contract. Note that accounting data is recorded using a NAVAIR/NAS Patuxent River unique hand held bar code scanners which are taken to and downloaded at the fuel accounting office daily.

C-2.9.2 **Inventory**: The Contractor shall be responsible for the inventory of petroleum and cryogenic products held within the facilities, equipment, tanks, and vehicles the responsibility of or under Contractor control. The Contractor shall provide accurate inventories of all products as outlined by DOD 4140.25, Bulk Petroleum Management Policy, NAVSUP Volume II, Supply Ashore, Navy regulations, and local instructions. Documentation consisting of inventory forms, receipt and issue documents, and the logs and reports as may be used to compile, compute, and validate accurate product movements shall be forwarded to the fuel accounting office by 0900 Monday, or the first duty day of the week, through Friday.

C-2.9.3 **Accounting Regiment**: Within the framework of the standard DESC and Navy fuel accounting system, the Contractor shall establish a fuel accounting regiment that provides ready access to daily, monthly, or specific time segment information as may be defined by the Government. The processes, coupled with the fuel accounting files and records, shall facilitate:

- ✓ The continuous update and accurate portrayal of information within the NAVAIR/NAS Patuxent River unique scanner system as well as the Fuels Automated Systems (FAS) and Fuels Enterprise Server (FES) information systems

C-2.10.2.1 **Sampling**: For the most part, the Government will extract all sample requiring testing at the base fuel laboratory. Within the scope of operations for which it is responsible, the Contractor shall take visual samples, i.e., VQ-4 receipt (pipeline transfer) samples, daily truck and direct fueling systems inspection samples, and other visual samples as may be applicable to the movement of product. The Contract shall be/remain proficient in the use of standard sampling equipment and materials and be capable of performing basic sampling. Those samples requiring more than visual analysis shall be delivered to the Government fuel laboratory for testing. Samples shall be taken in accordance with the *API Manual of Petroleum Measurement Standards (MPMS), Chapter 8, Section 1, Manual Sampling of Petroleum and Petroleum Products*, and *MIL-STD-3004, Quality Surveillance Handbook for Fuel, Lubricants, and Related Products* as may be supplemented by local instructions. *NAVAIR 80T-109, Aircraft Refueling NATOPS Manual* and local instructions dictate the location of samples to be taken, the frequency, quantity, and minimum test requirements. *MIL-STD-3004, Quality Surveillance Handbook for Fuel, Lubricants, and Related Products* also outlines the sample retention procedures applicable.

C-2.10.2.2 **Testing**: The Contractor shall conduct visual examination of products sampled and report suspect fuel/sample to the Government. Sample requiring more extensive testing shall be forwarded to the Government operated fuel laboratory.

Table 1 Quality Surveillance Samples and Tests

Quality Surveillance (1)								
Product	***Samples*** (2)	***Visual*** (3)	***API Gravity***	***Particulate*** (4)	***AEL Water*** (5)	***Flash Point***	***FSII***	***EC*** (6)
Jet Fuel	6200	6200						
MUR	64	52						
FS2	64	52						
Jet Fuel	24	24						

(1) Data reflected herein is approximates for a fiscal/calendar year.
(2) Total samples, by grade for the period indicated from sample all points, i.e., trucks, direct fueling system filters, tanks, and other equipment/points requiring testing requiring visual and/or laboratory analysis.
(3) Number of visual examinations for particulate matter, free water, color, and appearance. The difference between [2] and [3] is the number of samples forwarded to the Government fuels laboratory (visual performed).
(4) When not in continuous use, the Government furnished fuel servicing truck at NSWC Dahlgren shall be inspected, recirculated, and sampled every two (2) weeks. When in day-to-day use, the appropriate daily visuals and weekly Type "C" samples shall be taken. Samples requiring more than visual analysis shall be delivered to the Government fuel laboratory for analysis.

C-3.1.3.8.2 Performance: Except as noted herein and the following note, refuelers shall be capable of dispensing product at the minimum rate of 0 to 100 GPM through a 1½ inch by 50 foot (1½" X 50') fuel servicing hose and a 1½ inch overwing servicing nozzle and 0 to 300 GPM through a 2 inch by 60 foot (2" X 60') fuel servicing hose, dry breakaway coupler, 55 PSI hose end pressure regulator, and an underwing (single point) servicing nozzle as measured at the truck meter when connected and returning product to the equipment bottom loading or recirculation point. Pumping systems, thus configured shall be capable of sustained flow at the rates noted until the cargo tank is empty or pump suction/prime is lost. Hose/system flow rates shall be measured separately. (Performance of 0 to 100 GPM through a 1½ inch by 50 foot (1½" X 50') fuel servicing hose and a 1½ inch overwing servicing nozzle is applicable to the 2,000 AVGAS refueler).

Note the elimination of the "Y" adaptor.

Note

Three (3) of the 8,000-gallon refuelers shall be configured for and capable of dispensing product at 500 GPM through a pair of 2 inch by 75 foot (2" X 75') hoses, dry breakaway couplers, 55 PSI hose end pressure regulators, and an underwing (single point) servicing nozzles. All venting, piping, filter, pump, relaxation chamber, and component applications shall be adjusted to accommodate the 500 GPM flow rate.

C-3.1.7 Recyclable/Recycled Jet Fuel Truck

C-3.1.7.1 General: See Section C-3.1.4. The dedicated large capacity defueler is used to defuel aircraft and collect recyclable jet fuel from designated locations.

1. The following is in response to several unanswered question submitted by an offeror. Any changes resulting from these questions are included in the attached change document.

Question: There appears to be no JP8 history in the new amendment. However, there is a difference between the JP5 history and the monthly summary graphs. For example, "Exhibit of JP5 Issues by Truck (Cold Refueling)" shows 1126 issues for July, 04 and "Exhibit of Refueling Services for FY04" shows about 1400 issues. Is the difference JP8 issues?

Response: Yes, JP-8 and small 100LL issue data.

Question: Is the AVGAS requirement for the Air Show or the flying club - or some other use? If just the Air Show, can rental civilian equipment be used?

Response: Note that any Air Show would be supported with assigned assets. NAS Patuxent River stocks AVGAS and an AVGAS truck is required under the contract. Primary reason for 100LL truck Test Pilot School

Question: C2.9.3 seems to require the contractor to operate within the FAS program on a daily basis. However, there is no provided FAS computer (Appendix B) as is normal for this requirement. Will the government equip Contractor owned computer to comply with the requirement?

Response: Note that the Dispatcher is note a computer driven position. The dispatcher is in radio communication with operator and paper logs are kept. Run data is captured by the operators using a hand held scanner. The scanners are downloaded at accounting daily. The scanner/FAS interface is at accounting.

Question: Table 1 indicated 7/24 support of VQ-4. However, the requirement seems to be to ensure the equipment if fully functional and the supply tank full. Does the contractor have to staff VQ4 7/24 or does the contractor have to have a person on station at VQ-4 during each refueling?

Response: The assumptions are true and because VQ-4 is an “alert” facility, manning as depicted in Table 1, Hours of Operation, shall apply.

Question: What is the current job classification and wage rate of the cryogenic operators?

Response: As note in the attached change, cryogenic positions will be conformed prior to the start of the contract.

Question: How many days has the fuel truck at Dahlgren been in service in the last three years?

Response: NAS Patuxent River have fueled maybe 30 aircraft in last 3 yrs but we are still going over twice monthly to circulate and sample the truck that is located at Dahlgren.

Question: Is there any more history available or is the last 10 months representative of the past few years?

Response: The history provided is relevant; however, recognize that NAS Patuxent River is a “project” driven activity. Any contractor will be expected to adjust equipment and manning to support temporary and long term projects. Should a project create new increased workload that exceeds the scope of the contract, see the equitable adjustments clause.

Question: The number of defuels seems high. Could you please describe in general terms the defuel task at NAS Patuxent River.

Response: We have two types of defuels, non-contaminated and contaminated. The primary large capacity defueler is used for all non-contaminated defuels and the pick up of recyclable product. The dedicated used oil truck is used to collect all other products.